

exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, 800
Independence Avenue, S.W., Room
617, Washington, D.C. 20591

Federal Aviation Administration,
Western-Pacific Region Office, 15000
Aviation Boulevard, Room 3012,
Hawthorne, California 90261

Mr. James J. McCue, A.A.E., Airport
Manager, Glendale Municipal Airport,
6801 North Glen Harbor Boulevard,
Suite 201, Glendale, Arizona 85307

Questions may be directed to the
individual named above under the
heading, **FOR FURTHER INFORMATION
CONTACT.**

Issued in Hawthorne, California on June
30, 1995.

Herman C. Bliss,

*Manager, Airports Division, Western-Pacific
Region.*

[FR Doc. 95-17591 Filed 7-17-95; 8:45 am]

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Index of Administrator's Decisions and Orders in Civil Penalty Actions; Publication

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of publication.

SUMMARY: This notice constitutes the required quarterly publication of an index of the Administrator's decisions and orders in civil penalty cases. The FAA is publishing an index by order number, an index by subject matter, and case digests that contain identifying information about the final decisions and orders issued by the Administrator. Publication of these indexes and digests is intended to increase the public's awareness of the Administrator's decisions and orders. Also, the publication of these indexes and digests should assist litigants and practitioners in their research and review of decisions and orders that may have precedential value in a particular civil penalty action. Publication of the index by order number, as supplemented by the index by subject matter, ensures that the agency is in compliance with statutory indexing requirements.

FOR FURTHER INFORMATION CONTACT:
James S. Dillman, Assistant Chief
Counsel for Litigation (AGC-400),
Federal Aviation Administration, 701
Pennsylvania Avenue NW, Suite 925,
Washington, DC 20004; telephone (202)
376-6441.

SUPPLEMENTARY INFORMATION: The Administrative Procedure Act requires Federal agencies to maintain and make available for public inspection and copying current indexes containing identifying information regarding materials required to be made available or published. 5 U.S.C. 552(a)(2). In a notice issued on July 11, 1990, and published in the **Federal Register** (55 FR 29148; July 17, 1990), the FAA announced the public availability of several indexes and summaries that provide identifying information about the decisions and orders issued by the Administrator under the FAA's civil penalty assessment authority and the rules of practice governing hearings and appeals of civil penalty actions. 14 CFR part 13, subpart G.

The FAA maintains an index of the Administrator's decisions and orders in civil penalty actions organized by order number and containing identifying information about each decision or order. The FAA also maintains a subject-matter index, and digests organized by order number.

In a notice issued on October 26, 1990, the FAA published these indexes and digests for all decisions and orders issued by the Administrator through September 30, 1990. 55 FR 45984; October 31, 1990. The FAA announced in that notice that it would publish supplements to these indexes and digests on a quarterly basis (i.e., in January, April, July, and October of each year). The FAA announced further in that notice that only the subject-matter index would be published cumulatively, and that both the order number index and the digests would be non-cumulative.

Since that first index was issued on October 26, 1990 (55 FR 45984; October 31, 1990), the FAA has issued supplementary notices containing the quarterly indexes of the Administrator's civil penalty decisions as follows:

Dates of quarter	Federal Register publication
10/1/90-12/31/90 .	56 FR 44886; 2/6/91
1/1/91-3/31/91	56 FR 20250; 5/2/91
4/1/91-6/30/91	56 FR 31984; 7/12/91
7/1/91-9/30/91	56 FR 51735; 10/15/91
10/1/91-12/31/91 .	57 FR 2299; 1/21/92
1/1/92-3/31/92	57 FR 12359; 4/9/92
4/1/92-6/30/92	57 FR 32825; 7/23/92
7/1/92-9/30/92	57 FR 48255; 10/22/92
10/1/92-12/31/92 .	58 FR 5044; 1/19/93
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4/1/93-6/30/93	58 FR 42120; 8/6/93
7/1/93-9/30/93	58 FR 58218; 10/29/93
10/1/93-12/31/93 .	59 FR 5466; 2/4/94
1/1/94-3/31/94	59 FR 22196; 4/29/94
4/1/94-6/30/94	59 FR 39618; 8/3/94
7/1/94-12/31/94* .	60 FR 4454; 1/23/95

Dates of quarter	Federal Register publication
1/1/95-3/31/95	60 FR 19318; 4/17/95

*Due to administrative oversight, the index for the third quarter of 1994, including information pertaining to the decisions and orders issued by the Administrator between July 1 and September 30, 1994, was not published on time. The information regarding the third quarter's decisions and orders, as well as the fourth quarter's decisions and orders in 1994, were included in the index published on January 23, 1995.

In the notice published on January 19, 1993, the Administrator announced that for the convenience of the users of these indexes, the order number index published at the end of the year would reflect all of the civil penalty decisions for that year. 58 FR 5044; 1/19/93. The order number indexes for the first, second, and third quarters would be non-cumulative.

The Administrator's final decisions and orders, indexes, and digests are available for public inspection and copying at all FAA legal offices. (The addresses of the FAA legal offices are listed at the end of this notice.)

Also, the Administrator's decisions and orders have been published by commercial publishers and are available on computer databases. (Information about these commercial publications and computer databases is provided at the end of this notice.)

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Civil Penalty Actions—Orders Issued by the Administrator*Digests*

(Current as of June 30, 1995)

The digests of the Administrator's final decisions and orders are arranged by order number, and briefly summarize key points of each decision. The following compilation of digests includes all final decisions and orders issued by the Administrator from April 1, 1995, to June 30, 1995. The FAA will publish noncumulative supplements to this compilation on a quarterly basis (e.g. April, July, October, and January of each year).

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In the Matter of Abraham T. Araya

[Order No. 95-5 (4/26/95)]

Appeal Dismissed. complainant withdrew its notice of appeal. The appeal is dismissed.

In the Matter of Roger Lee Sutton

[Order No. 95-6 (4/26/95)]

Appeal Dismissed, Order Assessing Civil Penalty Vacated, and Complaint Dismissed. Respondent filed an appeal from the law judge's written initial decision assessing a \$1,000 civil penalty against Respondent based on his failure to file an answer to the complaint. Subsequently, however, the parties filed a "Joint Notice of Settlement" advising the Administrator that the case had been settled, and that both Respondent's appeal and the agency's complaint had been withdrawn. As a result, Respondent's appeal is dismissed, the law judge's order assessing a \$1,000 civil penalty is vacated, and the complaint is dismissed with prejudice.

In the Matter of Empire Airlines

[Order No. 95-7 (5/5/95)]

Appeal Dismissed. Complainant withdrew its notice of appeal. The appeal is dismissed.

In the Matter of Charter Airlines, James Walker and Larry Mort

[Order No. 95-8 (5/9/95)]

Flight and Duty Time Limitations. Charter Airlines is the holder of an air taxi operator certificate issued under 14 CFR Part 135. Mr. Walker is the chief pilot and director of operations. Mr. Mort is a pilot employed by Charter Airlines. On all of the flights involved in this case, Mr. Walker was the captain and Mr. Mort was the co-pilot. It is held that Charter Airlines, Mr. Walker and Mr. Mort violated the flight and duty time regulations set forth in 14 CFR 135.263(a), 135.267(b) and 135.267(d) as alleged.

Flight time restriction, generally. Under Section 135.267(b)(2), when two flight crewmembers are required, the total flight time of an assigned flight, when added to any other commercial flying by that crew, may not exceed 10 hours during any 24-hour period.

Duty time restriction, generally. Under Section 135.267(d) provides that "each assignment . . . must provide for at least 10 consecutive hours of rest during the 24-hour period that precedes the planned completion time of the

assignment." Hence, the planned completion time of the assignment should be no later than 14 hours after the time that the pilots report for duty. However, if the original planning was realistic, but was upset due to circumstances beyond the control of the pilots and operator, the flight may be conducted even though the crew duty time may exceed 14 hours. The key to interpreting Section 135.267(d) is to look at the original planning. Duty time includes more than a pilot's flight time. Duty time is any time that is not a rest period.

Circumstances beyond the control of the crew and the operator not proven. On a series of flights begun on August 2, 1990, and ending on August 3, 1990, Respondents flew over 18 hours. Part way through their duty day, Charter Airlines amended the crew's assignment, adding an assignment to pick up freight in St. Mary's and transport it to El Paso. The crew accepted this amendment. Respondents claim that they had to wait 10 hours for the freight to be delivered at St. Mary's, and that the late delivery of the freight constitutes a circumstance beyond the control of the operator and the crew.

When an operator adds a flight(s) to an assignment, the operator must determine whether the extra flight(s) can be completed in accordance with the requirement that the two-person crew receive at least 10 consecutive hours of rest during the 24-hour period preceding the planned completion time of the amended assignment. In addition, the flight crewmembers, before accepting an extra flight(s) as part of an assignment, must determine whether they will be able to complete the amended assignment and still comply with the rest requirement of Section 135.267(d). Hence, it must be determined whether at the time Charter Airlines assigned the trip to carry freight from St. Mary's to El Paso, Charter Airlines had reason to believe that the assignment, as amended, would provide the crew with at least 10 consecutive hours of rest during the 24-hour period preceding the planned completion time of the assignment. Likewise, it must be determined whether Mr. Walker and Mr. Mort reasonably believed, when they accepted the extra flights, that the amended assignment provided for at least 10 consecutive hours of rest during the 24-hour period preceding the planned completion time of the amended assignment.

The evidence is very confusing and in conflict regarding when they expected the freight to arrive in St. Mary's. What appears most likely is that when Charter Airlines assigned this trip to fly freight

from St. Mary's to El Paso and when Mr. Walker and Mr. Mort accepted it, there was no planned completion time. If a planned completion time for the assignment to fly freight from St. Mary's to El Paso was not formulated when that assignment was made and accepted, Respondents cannot argue that the late freight delivery upset the original planning. Therefore, the protection offered by Section 135.263(d) in the event of circumstances beyond the control of the flight crew is unavailable to Respondents.

Circumstances beyond the control of the crew and the operator not proven. On October 25, 1990, the crew was on duty for 14 hours and 48 minutes. Respondents argued that the thunderstorm that they encountered in Provo, Utah, while they were visiting Mr. Walker's son, constituted circumstances beyond their control. Considering the totality of the circumstances, it was not the adverse weather that prevented Respondents from completing the duty day as planned. Instead, the planned schedule was upset by Respondents' plan to stop at Provo, visit Mr. Walker's son, and still get to Scottsdale in time to pick up the passenger as scheduled. By the time that they arrived in Provo, there was little time left, realistically, to secure the aircraft, leave the airport, visit Mr. Walker's son, return to the airport, prepare for takeoff and fly to Scottsdale, Arizona. The further delay caused by the adverse weather, which Respondents have not even attempted to show was unforeseeable, only made matters worse. Inherent in the concept of circumstances beyond the control of the operator and crew is the element of unforeseeability. If thunderstorms were forecast for the early afternoon, then Respondents should have departed from Provo much earlier than they did, if necessary skipping the visit with Mr. Walker's son. Also, the trip to Provo was a pleasure trip, and therefore, completely within the control of Respondents.

Other commercial flying. On appeal, the question regarding the flights on September 12-13, 1990, is whether Respondents flew more than 10 hours of commercial flying in a 24-hour period. Between 0947 on September 12, 1990, and 0947 on September 13, 1990, Respondents' flying time totaled 10 hours and 27 minutes.

A flight conducted under Part 91 as a ferry flight may be considered as "other commercial flying." The issue in this case is not whether the ferry flights were conducted pursuant to Part 135, but whether those flights constituted commercial flying. Section 135.267(b)(2)

provides in pertinent part that ". . . during any 24 consecutive hours the total flight time of the assigned flight when added to any other commercial flying by that flight crewmember may not exceed . . . 10 hours for a flight crew consisting of two pilots." 14 CFR 135.267(b)(2) (emphasis added.) While ferry flights themselves are not operated pursuant to Part 135's limitations, the pilots flying flights for compensation or hire and the operators assigning those flights are subject to Part 135.

The general rule with respect to flight time limitations is that "any other commercial flying (e.g., flights conducted under Part 91) must be counted against the daily flight time limitations of Part 135 if it precedes the flight conducted under Part 135. If the Part 91 flight occurs after the Part 135 flying, the Part 91 flight is not counted against the daily flight time limitations of Part 135.

Respondents delivered freight in Detroit. Then, intending to fly home, they departed from Detroit, stopping in Amarillo for fuel. After learning of a flight for compensation out of Winslow, they flew from Amarillo to Winslow. The flight from Amarillo to Winslow, preceding a flight to carry freight for compensation out of Winslow, was a commercial flight. Although that flight from Amarillo to Winslow itself may not have been for compensation, it put Respondents in a position to pick up freight and deliver it for remuneration.

Once it was decided that they would carry freight from Winslow to Youngstown, the character of the flight from Detroit to Amarillo changed. That is, even if the Detroit to Amarillo flight was once "other than commercial," it could no longer be considered so once the decision was made to move on from Amarillo to Winslow to pick up the cargo for carriage to Youngstown. At that point, Respondents should have recomputed their flight times to determine whether accepting the Winslow-Youngstown assignment was consistent with the requirements of Section 135.267(b).

While some ferry flights would not be regarded as commercial flying, such as a flight back to base after the completion of an assignment, other ferry flights for the purpose of positioning an aircraft for a flight for compensation or hire would constitute commercial flying.

It is held that the law judge correctly found that the ferry flights on September 12, 1990, constituted "other commercial flying" for purposes of determining compliance with 14 CFR 135.267(b).

Other commercial flying. Within a 24-hour period, starting from 2200 on

November 5, 1990, and ending at 2200 on November 6, 1990, Respondents accumulated 11.3 flight hours. The law judge held that Respondent violated Section 135.267(b), finding that the three ferry flights during this period constituted "other commercial flying" and therefore, should be counted toward the total flying time. The law judge's finding is affirmed.

The Las Vegas-Brownsville leg on November 5, 1990, preceded the freight-carrying flight for compensation under Part 135 from Brownsville to Mesa. It was part of the assignment to get and transport the freight. As a result, it should be regarded as "other commercial flying."

The flight from Mesa to Milwaukee also must be considered as a commercial flight at least because it was for the purpose of getting contract fuel. Also, this flight leg from Mesa to Milwaukee was one of two legs to reposition the aircraft to pick up freight in Mosinee, Wisconsin.

The repositioning flight from Milwaukee to Mosinee preceded the flight for compensation from Mosinee to Brownsville, and therefore, it too should be considered other commercial flying.

Section 135.263. Assigning and accepting a prohibited flight are violations separate and distinct from operating a prohibited flight. Hence, the law judge's finding of no violation of 14 CFR 135.263(a) is reversed.

Double Jeopardy. The issue of whether a finding of multiple violations in this case would run afoul of the Double Jeopardy Clause is more academic than real. Whether the Double Jeopardy Clause applies to such civil money penalties has not been established.

Sanction. To justify the \$10,000 civil penalty against Charter Airlines, and the \$2000 civil penalties against Mr. Walker and Mr. Mort, it is not necessary to give separate effect to the alleged violations of Section 135.263(a). Respondents violated Section 135.267(b) on September 13 and November 6, 1990, and Section 135.267(d) on August 3, and October 25, 1990. Since a commercial operator may be assessed \$10,000 per violation, a \$10,000 civil penalty against Charter Airlines for its conduct contrary to the flight and duty time regulations on those four sets of flights is reasonable and well below the maximum allowable civil penalty. Likewise, because a pilot may be assessed a \$1000 civil penalty for each violation, \$2000 civil penalties against Mr. Walker and Mr. Mort for violations of the flight and duty time regulations on these four sets of flights are reasonable and well below the

maximum allowable civil penalty. Such significant penalties are justified not only by the numerous violations committed by Respondents, but by the cavalier attitude displayed by Respondents toward the flight and duty time restrictions.

In the Matter of Mary Woodhouse
[Order No. 95-9 (5/9/95)]

Good cause for late-filed notice of appeal. The law judge denied Ms. Woodhouse's application for attorney's fees and costs under the Equal Access to Justice Act (EAJA) on December 7, 1994. Ms. Woodhouse filed an appeal document on January 3, 1995. Ms. Woodhouse's appeal was late. Under Section 14.28 of the FAA's rules implementing the EAJA, 14 CFR 14.28, and Section 13.233(a) of the Rules of Practice in Civil Penalty Proceedings, 14 CFR 13.233(a), Ms. Woodhouse had 10 days to file a notice of appeal from the law judge's denial. Good cause exists to excuse the lateness of Ms. Woodhouse's appeal because the law judge had written in his denial that Ms. Woodhouse had 30 days in which to file an appeal.

Detailed appeal document satisfies the requirements for an appeal brief and is construed as an appeal brief. Agency counsel is given 35 days in which to file a reply brief.

In the Matter of Mark Steven Diamond
[Order No. 95-10 (5/10/95)]

No Good Cause for Failure to File Answer. In this case involving alleged hazardous materials violations, Respondent appealed from the law judge's order assessing a \$3,000 civil penalty against him after Respondent fails to file an answer to the complaint. Respondent's counsel requests another opportunity to file an answer, explaining that he is not familiar with administrative proceedings and the failure to file was simply an oversight on his part.

Parties may not avoid default merely by claiming unfamiliarity with the rules of practice. Counsel for Respondent had the benefit of two specific written reminders to file the complaint, but failed to do so. Good cause has not been shown, and therefore the law judge's assessment of a \$3,000 civil penalty is affirmed.

In the Matter of Horizon Air Industries, Inc.
[Order No. 95-11 (5/10/95)]

Minimum Equipment List Violation. On several occasions, Respondent cleared the Minimum Equipment List entry and returned the aircraft to revenue service without a reasonable basis for concluding that the altitude warning system was repaired. Where

there is a pattern of discrepancies indicating that the existing diagnostic test may be unreliable, an air carrier must take further steps to ensure that the aircraft is truly repaired. In this case, Respondent should have: (1) performed a flight test; (2) checked with its pilots to see which air data computer was in use when the malfunctions occurred; and (3) called in the manufacturer of the malfunctioning system sooner. Safety was compromised to the extent that the captain or first officer reading the erroneous display would have required additional time and concentration to determine the aircraft's actual altitude by alternate means.

Sanction Reduced. The sanction imposed by the law judge is reduced from \$8,000 to \$5,000 on the ground that this was an exceptionally difficult maintenance problem to solve and Respondent did make many attempts to repair the system.

In the Matter of Toyota Motor Sales, USA, Inc.

[Order No. 95-12 (5/10/95)]

Previous Order Clarified. Complainant has petitioned for modification of the earlier order issued in this case, Order No. 94-28. Complainant submits that Order No. 94-28 may imply erroneously that hearings conducted under Section 110 of the Hazardous Materials Act (HMTA) must be conducted under Section 5 of the Administrative Procedure Act (APA), 5 U.S.C. 554. Order No. 94-28 did not address or decide this issue. It explained only what is required of law judges under 14 CFR 13.232, the particular rule of practice that addresses what a law judge must include in the initial decision. Moreover, regardless of whether Section 5 of the APA applies to hearings under the HMTA, the Administrator has the authority to impose, through adjudication, the common-sense requirement that law judges articulate the reasons for their sanction decision.

In the Matter of Thomas Kilrain
[Order No. 95-13 (6/16/95)]

Appeal Perfected. Mr. Kilrain's very short appeal brief merely sets forth the issues. Based upon the proceedings below, there can be no doubt about what Mr. Kilrain is arguing on appeal. It appears that Mr. Kilrain, who is *pro se*, is making the same arguments that he raised before the law judge at the prehearing conference and the hearing. Mr. Kilrain's appeal brief, despite its obvious deficiencies, is sufficient because he is simply renewing arguments raised below. Consequently, Complainant's motion to dismiss Mr.

Kilrain's appeal with prejudice is denied.

In the Matter of Charter Airlines, James Walker and Larry Mort

[Order No. 95-14 (6/21/95)]

Stay Pending Judicial Review.
Respondents requested a stay for 60 days pending the filing of a petition for review of Order 95-8. Stay granted.

Commercial Reporting Services of the Administrator's Civil Penalty Decisions and Orders

In June 1991, as a public service, the FAA began releasing to commercial publishers the Administrator's decisions and orders in civil penalty cases. The goal was to make these decisions and orders more accessible to the public. The Administrator's decisions and orders in civil penalty cases are now available in the following commercial publications:

AvLex, published by Aviation Daily, 1156 15th Street, NW, Washington, DC 20005, (202) 822-4669;

Civil Penalty Cases Digest Service, published by Hawkins Publishing Company, Inc., P.O. Box 480, Mayo, MD, 21106 (410) 798-1677;

Federal Aviation Decisions, Clark Boardman Callaghan, 50 Broad Street East, Rochester, NY 14694, (716) 546-1490.

The decisions and orders may be obtained on disk from Aviation Records, Inc., P.O. Box 172, Battle Ground, WA 98604, (206) 896-0376. Aeroflight Publications, P.O. Box 854, 433 Main Street, Gruver, TX 79040 (806) 733-2483, is placing the decisions on CD-ROM. Finally, the Administrator's decisions and orders in civil penalty cases are available on Compuserve and FedWorld.

The FAA has stated previously that publication of the subject-matter index and the digests may be discontinued once a commercial reporting service publishes similar information in a timely and accurate manner. No decision has been made yet on this matter, and for the time being, the FAA will continue to prepare and publish the subject-matter index and digests.

FAA Offices

The Administrator's decisions and orders, indexes, and digests are available for public inspection and copying at the following location in FAA headquarters: FAA Hearing Docket, Federal Aviation Administration, 800 Independence Avenue, SW., Room 924A, Washington, DC 20591; (202) 267-3641.

These materials are also available at all FAA regional and center legal offices at the following locations:

Office of the Assistant Chief Counsel for the Aeronautical Center (AMC-7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954-3296.

Office of the Assistant Chief Counsel for the Alaskan Region (AAL-7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AK 99513; (907) 271-5269.

Office of the Assistant Chief Counsel for the Central Region (ACE-7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426-5446.

Office of the Assistant Chief Counsel for the Eastern Region (AEA-7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553-3285.

Office of the Assistant Chief Counsel for the Great Lakes Region (AGL-7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018; (708) 294-7108.

Office of the Assistant Chief Counsel for the New England Region (ANE-7), New England Region Headquarters, 12 New England Executive Park, Room 401, Burlington, MA 01803-5299; (617) 238-7050.

Office of the Assistant Chief Counsel for the Northwest Mountain Region (ANM-7), Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton, WA 98055-4056; (206) 227-2007.

Office of the Assistant Chief Counsel for the Southern Region (ASO-7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305-5200.

Office of the Assistant Chief Counsel for the Southwest Region (ASW-7), Southwest Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; (817) 222-5087.

Office of the Assistant Chief Counsel for the Technical Center (ACT-7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485-7087.

Office of the Assistant Chief Counsel for the Western-Pacific Region (AWP-7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 297-1270.

Issued in Washington, DC on July 10, 1995.

James S. Dillman,

Assistant Chief Counsel for Litigation.

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[Summary Notice No. PE-95-25]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before August 7, 1995.

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).